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CENTER LINE
MONTANA'S HIGHWAYS

Published bi-monthly for the employees of the Montana Highway Commission, state-wide

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July-August, 1972

Miss Montana Highways 1972 Named

Miss Kathleen Sullivan, Helena, was named Miss Montana Highways 1972 August 15 in the third annual contest held at the Montana Department of Highways auditorium.

The brown-eyed Irish lass is a clerk typist in the accounting bureau and has worked for the highway department for six months.

She is the daughter of Dean Robert E. Sullivan of the University of Montana law school, and Mrs. Sullivan, Missoula, attended Missoula schools, and graduated from Carroll College with a degree in political science.

Fourteen young women participated in the contest. They were Patti Ingram, Judy Matheson, Pat Zanto, Mary Ellen Poole, Connie Westrup, Miss Sullivan, Laurie Geer and Suzie Curtis, all Helena; Sharon Mulcahy, Butte; Annie Beck, Lewistown; Nancy Ann Richardson, Great Falls; Ronda Jean Planichek, Bozeman; Peg Taylor and Betty Payne, both Billings.

Kitty Sullivan

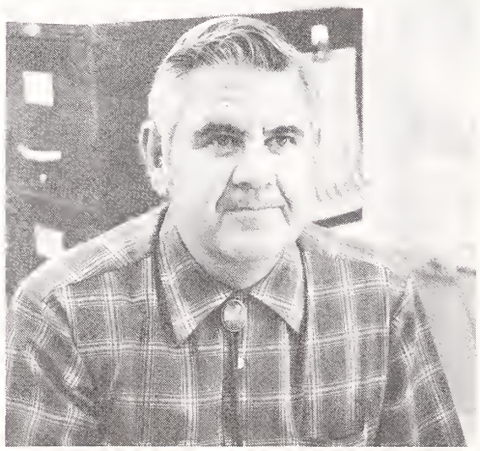
Judges were employees at Helena headquarters: Harry Alley, legal; Marty Mouat, Information; Bernie Jensen, landscape; Greg Jackson and Don Stocker, traffic; Jack Holt, data processing; Jim Wilcox, planning and research; Sig Ross, bridge; Rey Amundson, road design; and Eugene McMahon, materials.

Miss Montana Highways will participate at dedication and groundbreaking ceremonies, open houses, and other public functions.

Norm Brighton Heads up EEO Affirmative Action Program

When Norman Brighton — originally from Idaho — first came to work for the Montana Department of Highways in July of 1971, he began his duties as diesel tax auditor for the Construction Bureau. In short order, since his work naturally brought him in contact with road construction contractors, he seemed to be the ideal candidate to take on another contractor-related function, that of coordinator for the Construction Bureau on the FHWA Order 7-2 (2) training program.

That exotic phrase FHWA 7-2 (2) designates a special training provision under the Equal Employment Opportunity affirmitive action program through which contractors provide on-the-job training to members of minority or disadvantaged groups. Training and upgrading of such persons is a primary objective of this special provision. Contracts containing the 7-2 (2) provision assure reimbursement for the prime contractor involved for each trainee assigned to the project. Repayment is made at the rate of 80¢ per hour, up to a maximum of $800 and is shared proportionally between FHWA and the Department of Highways. Approval for such payment to contractors is arranged through the Construction Bureau.



Norm Brighton

There are goals, naturally. The quota for Montana is 84 trainees to be employed during 1972. Counting score from the August 22nd letting date, this year, 60 people are being trained under the program. Norm is confident Montana will fill its obligation handily.

Norm makes periodic visits to the training sites to evaluate the progress being made with each trainee. It is quite important, he points out, that such contacts be made, not only to observe trainee attitudes but to lend a personal touch, and the assurance that more than one party is interested in the progress and welfare of trainees. To date, Norm says, the program is moving ahead rapidly and well. Results are good.

The national goal for the FHWA 7-2 (2) program is to train 60,000 persons in minority or disadvantaged groups over a six-year period. Montana ranks with the top states during the past two years in complying with requirements of the program.

Recently the Construction Bureau has been assigned another similar effort called 7-2 (3) : this is a support program deemed necessary to aid minorities to qualify more easily for training on Federally-funded highway contracts. The Montana Contractors Association is the Department of Highways' contractor in this instance. The MCA administers the supportive program for the Department. Norm anticipates an entirely desirable reaction within the 7-2 (2) program as a result of implementing the supportive service. The MCA has made excellent progress in beginning the contract.

Norm's travel stint is not too tough he says, since it takes about one week out of each month. What makes this possible for Norm is that he can combine his Diesel Tax audit and EEO in one interesting fell swoop.

EEO may have been a long time in coming, but it is now a lusty and growing creature in today's work-a-day world. Its influence will be undeniable in the road building — contracting — Highway Department — and FHWA world — and 'round the clock.

Divided highways aren't meant to be conquered.

CENTER LINE
MONTANA DEPARTMENT OF HIGHWAYS

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DIRECTOR OF HIGHWAYS

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Division Correspondents

Billings	James Young
Bozeman	Barbara McGuire
Butte	Judy Strom
Glendive	Nancy Siegle
Great Falls	Ciel Tinelli
Havre	Edna Hess
Helena	Bev Gibson
Kalispell	Bob Finley
Lewistown	Bea Knerr
Miles City	Jean Sweeney
Missoula	Clara Neely
Wolf Point	Ollie Hauge

News items of interest to Highway Department employees are invited. They should be given to the correspondents listed above.

Letters

Dear Sirs:

KUDI is planning a "drive safely" promotional over Labor Day weekend. This promotional will be a remote from the Belt Park rest stop on Highway 87 east of Belt.

Throughout the remote we will be asking listeners turned to KUDI to turn their lights on, slow down, and stop and use the rest stop as a break.

It is our hope that such a program will help reduce the staggering death toll on this highway-filled week-end.

Sincerely,
John N. Hanson,
Asst. Gen. Mgr.
KUDI Radio,
Great Falls

2000 TOURISTS VISIT LISA'S BUSY INFORMATION DESK

For the eighth consecutive year, the Highway Department tourist center in the headquarters lobby was opened for business on June 12th, with Lisa Conger acting as our tourist information hostess. Eighty-two days later, when Lisa closed-up shop just ahead of Labor Day and began carting maps, brochures, folders, flyers, booklets, litter bags—or what was left of a starting inventory—into our "kitchen" storage area, she made a tally and found that she had talked with and helped guide visitors from eleven countries of the world and every state in the United States except three: these being Alabama, West Virginia and Rhode Island.

Tourists arrived in every conceivable conveyance—most, like turtles, carrying their homes right with them. And they came in all persuasions—rodeo buffs — rock hounds — ghost town fanciers—scenery romanticists—fishermen — antique specialists — capitol spoon collectors — back packers —map critics — and guys and gals who just like to bum around.

Most of the ebullient tourists who flash into Montana to "do" the state in a day or so found the distances far too vast for their first enthusiasms and the sights actually too breathtaking to rush past and still absorb. So they stayed their extra days and nights required and were glad they did. They told us so.

Tourists were recorded from Australia, Austria, Denmark, England, France, Germany, Holland, Mexico, Sweden, Venezuela and Japan. The very blonde father from Sweden thanked Lisa profusely for her helpfulness and, gathering his equally blonde son into his arms, remarked: "Aye don't tink yu get very many Svedes here, do yu?" Lisa allowed as to how that might be quite true.

Canada contributed a total of 139 tourists. Alberta came through with 72, British Columbia 19, Saskatchewan 31, Ontario 8, Manitoba 5, and Northwest Territories 4.

California topped the states again with a count of 264; Montana was next with a visitor count of 256. It probably wouldn't surprise anyone to learn that the Montana visitors were just as enthusiastic as anyone else.

Thirty-seven North Dakotans came by the desk—and not a jokester among them! Only 17 tourists came in from South Dakota. Visitors from New York state (41) and New Jersey (12) were the most articulate in their praises of our land, our beauty, our magnificant reaches, our highlands, our clean air and water. They also seemed to argue loudest among themselves while on the strenuous business of deciding where to go next.

One couple—obviously quite testy when they came in the door — had broken their trip into 20-minute driving increments and were having difficulties with their planning overkill. After some consultation with Lisa, the lady tourist called out hotly to her husband: "We **simply can't get from here to Elkhorn in twenty minutes**—what's the matter with you?" Husband tourist, who had been going through the routine for some time, apparently, replied: "Well, you just give us **your** estimate—**right here on the map**—of what we can drive in twenty minutes!" They were going strong on the issue as they went out the door—and for some time thereafter on the sidewalk, gesticulating wildly.

An especially delightful couple dropped in late one afternoon, asked for a Montana map and for some directions about the Capitol city. The gent gave Lisa their card—black ink on brown card stock. The card spelled out their names—and then continued: RE-TIRED (picture of a mobile home) — NO MONEY — NO BUSINESS — NO PHONE — NO ADDRESS. On the back side of the card with this message:

"Now that I've retired from life's competition
I find each day an exact repetition:
I get up each morning and dust off my wits,
Pick up the paper and read the obits.
If my name is missing, I know I'm not dead,
So I eat a big breakfast and go back to bed."

Lisa's count of guest book signatures, came to 1801. But that is not accurate because often-times, working alone, trying to serve several groups, Lisa would "lose" some of the visitors —that is, fail to get them to sign the book. Undoubtedly — guestimating now—Lisa must have had well over 2,000 visitors to our headquarters building.

Overseas Visitor—Miss J. Winkler, of Heidelberg, Germany, was one of many foreign visitors to the information desk in the highway department lobby. She was in town for two weeks visiting her sister, Mrs. L. W. Werth of Helena.

Leave Itinerary When Traveling

When going on a long-distance motoring trip, it is a good idea to leave an itinerary and time table with family, relatives, neighbors or office.

Emergencies sometime make it essential to locate a traveler as quickly as possible. Even a rough estimate of where and when you can be found during extensive business or pleasure driving can mean a big difference in locating you at a time when you are needed.

State and local police often search for days and even weeks for travelers who neglect to tell anyone of their transient plans.

The highway patrol is frequently called upon to locate motorists, and has almost complete success when given even a minimum of itinerary information.

While chances are small that any individual will be vitally needed during his trip, a brief sketch of your overall plans in the hands of the right person on the home front could be important.

Most fatal accidents involve cars in good mechanical condition and drivers in good physical condition.

WITH THE DIVISIONS

Kalispell

—Bob Finley—

If my memory serves me right there was an old ballad that went somewhat like this:

The lads and the lasses will all be there
Hi ho, come to the fair.

This being the season for displaying handiwork and products at the local fairgrounds, the song is very appropriate but alas, it is not entirely correct. Most of the lads are involved in shifts that take them from dawn to dusk as the contractors are attempting to complete as much work during our warm season as possible. However, a few of the "Inside Straight Draw Poker Club" may be found cued up at the parimutual window betting on the bangtails. Howard Stockwell has been working up the dope sheets and should be able to make a real killing again this year. Ran into former MHDer Doug Bishop the other night and he plans to do a bit of betting on the nags. He looks great and still has the same old smile and is doing well in private survey work.

Your correspondent is going to be a bit short on news after being down for the count after a bout with one of the doors on the survey panel, and being away from the activities with the dawn to dusk bit. This, coupled with spouse taking over duties of County Public Health nurse has left the spare time for gathering news a bit on the sparse side. However, my good friends in the office, Pat Taylor and Linda Miller managed to find a few noteworthy events for the Centerline.

We have two first time Grandperes: Floyd Pauli and Bill Sands. Ken Ellis is planning to echo the "I Do" the first of September and is nervously shucking sunflower seeds in anticipation of the nuptials. The local purveyors of pills have been doing a land office business and the Blue Cross will not have to worry about empty mail chutes for awhile. Gary Jones' wife slipped in for some surgery and is now home and recovering, and Al (the Godfather) Foop's wife, Angie, also underwent the surgeon's knife. Ray Munsigner's wife also took the pentathol trail for some remodeling and all the men report the spouses doing well. Meanwhile Dan Tombrink had a bit of surgery on his eyes and is back at work. Charles (Pete) Vaughan reported to the hospital for some carving work. The latter member going into the hospital will put a distinct crimp into the Suds Sippers Club of Mooses. Also learned that Vic Baker's wife was in hospital in Denver for a week while on vacation. However, the Bakers are now entertaining relatives from France and the local rag had a good picture of them atop Big Mountain surveying the local scenery.

Fond adieus and bon voyages were bid to Carl Edwards who headed for Arizona and a letter received by one of his friends stated the weather was really a training ground for Mephistopheles' hangout. Tom Wing moved to greener pastures in Helena and is now setting up his trailer house and getting his horse herd organized.

Had a brief chat with Bill Hebert after his sojourn to Atlantic City for the Elks convention. He stopped in St. Louis, Mo. on the return trip to visit his daughter, Carol and family. He has also been going to the local doctor for a possible gall bladder flare up but the x-rays did not disclose any stones.

Two permanent employees joined the ranks, Carl Thomas on the Rexford section with maintenance, and Dennis Foy with the engineers. Dennis returned from military service spent in the Jewel of the Pacific. Several seasonal lads have joined us also, Jan Connelly, Ken Scovill, Bob Beller, Norman Baldwin, Joe Sullivan and John Parker, all with maintenance. John Parker returning for his seventh summer . . . a real brain, that one. Clark Henderson has also returned this summer to construction department; one can often see him hunkered over his Honda going or coming to work.

Ken Clothier took his boat and spent a weekend on Pend Oreille Lake, Idaho and had some good fishing but nothing compared to Don Decker, who went to the coast for salmon and treated the local gang to some smoked sea goodies. The picture will give an idea of the size, but nothing can describe the yummy taste of the ones he brought for our delight.

Jerry Roat dropped in last Sunday

Don Decker

to drop off some Golden Mantels and to pick up some Guinea fowl. He reports good progress in the south and a couple projects nearing the final stages. Chatted with Arnie Mohl and he reports progress in the north equally advanced and looking over the top, and the local courthouse couplet coming along admirably.

A couple of flatlanders, Ray Munsinger and Tom Barnard have been taking turns falling out of rubber rafts, and some bull trout in the tributaries of the Flathead is now sporting a set of horned rimmed glasses as a result of these shenanigans. Have had several suggestions about getting all the flatlanders to try a float trip down the Kootenai, but some of them have already heard of the legend of Chinamen Falls.

Contribution from an anonymous source: The weaker sex is actually the stronger sex because of the weakness of the stronger sex for the weaker sex. (Libbers, NOTE—Ed.)

Missoula

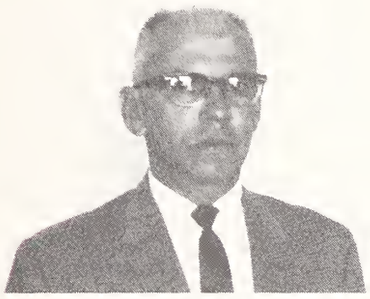
—Clara Neely—

A no-host cocktail hour and dinner were held at the local Elks Club to honor Julius Konkell, George Phillips, Cecil Holmes, and Elmer Poitras, recent retirees. Each was presented with a gift.

Students who successfully completed an advanced engineering school, conducted by Roger Blossom, are as follows: Mark Anderson, Jim Bell, David Bowen, Larry Hunt, Marx Kemmer, James Lyon, Steve Miller, Pete Odegard, and Leroy Wolff. David Bowen has since resigned and

WITH THE DIVISIONS

has accepted employment with Washington Construetion Co. in Idaho.



Howard Johnson

Howard L. Johnson, review appraiser, has been awarded the R.M. (Residential Member) designation by the governing eouneil of the Ameriean Institute of Real Estate Appraisers at its semi-annual meeting in Chicago. This professional designation was inaugurated in 1968 to reeognize appraisers with demonstrated skill and experienee in appraising one-to-three family houses. To reeeive the designation, Mr. Johnson was required to have at least two years experienee in appraising residential property as part of at least five full years of real estate experienee. He also had to pass a teehnical examination of the Institute, submit an aeeeptable demonstration appraisal report, and have the favorable reeommendation of other appraisers familiar with his work and professional integrity. He is the only person employed by the Montana Department of Highways who has received this designation. Mr. Johnson is also a member of the Missoula Real Estate Board of the National Assoeiation of Real Estate Boards. Membership in the Appraisal Institute is limited exelusively to professionally designated appraisers, and the Institute is the oldest and largest organization in North Ameriea of appraisers qualified to evaluate all types of eommereial and investment real estate, as well as having its residential members qualified only as residential property appraisers.

The railroad beekoned and Jerry Niehols, engineering aide II, answered the eall. He is now a fireman on the Milwaukee, working out of Alberton.

John H. Jones has accepted a teaehing position in Havre, and Dan Jaeques will be teaehing in Hingham. Both have been engineering aides in the Missoula division the past season.

Oscar Ostenson and Leonard LeRoux were recent visitors in the Missoula office.

Local 1199 is having its annual pienie on the south shore of Flathead Lake this weekend. Indieations are that there will be a large crowd and ideal weather eonditions.

Helena—Hdq.

—Bev Gibson—

Fred Vinson, personnel, has been busy all summer remodeling his house in suburban Claney. The rain almost caught him with his roof off but a quiek applieation of visqueen stemmed the tide.

Marty Mouat, information offiee, and his wife Mary are the proud parents of a baby girl born August 9. Amy joins a big brother, Chris, age 2.

Jack Beekert, administrator-engineering division, had a painful hand from an aeeident with a horse. The animal kieked Jaek in the ribs and hand, breaking bones in his hand. As a result, Jaek had his hand wrapped up and was unable to do the honors at the Miss Montana Highways eontest . . . just eouldn't handle that ribbon!

Julio Morales, son of Julio Morales, legal, was commissioned a seeond lieutenant in the army and has moved to Virginia.

Sympathy is extended to Jim Powell of offiee engineers on the death of his wife, Barbara, on July 20.

Jane Pearson, information unit, got in on the eurrent rash of gall bladder operations, and spent part of August in the hospital. During her absenee, MSU freshman Sandy Bates manned the typewriter.

Margaret Ward, maintenanee, had a marvelous vacation on the eoast, visiting her son and family in Portland, and friends on Hood Canal in Washington. During her absence, her typewriter was kept warm by Naney Aageness, a displaeed teaeher working part-time for the Department.

Word has been reeeived from Susan Hagler, former Highway Hostess, that she is teaehing sehool in East Helena. Susan is off her erutehes and nearly reeovered from her disastrous auto aeeident of one year ago.

The tragie death of Gene Vest, materials supervisor, and his wife, Ash-

Gene began his highway eareer in Glendive in July 1959 as an engineering aide I; was promoted to lab teeh I in November 1960 and lab teeh III in April 1965. He transferred to materials in June of 1969 as a lab teeh iV and was named materials supervisor in June 1971. In his job, he established and maintained all records from projeet plans and proposals whieh required knowledge of highway specification, speeial provisions, sampling requirements and testing procedures. We are sure that everyone who knew Gene will miss not only his meticulous perfeetion in his work but also his fine sense of humor and eheerful disposition. Gene was originally from Illinois but loved Montana and was an ardent outdoorsman and sportsman. Gene and Ashley are survived by two sons and two daughters.

New Commissioner

Jay Lalonde

Sidney

CORRECTION

The answer to question No. 77 in the Montana quiz in the April-June Centerline should have been "a" instead of "e". Due to a typographieal error which we failed to eatch, we credited the Northern Cheyenne Indians instead of the Nez Peree for participation in the Battle of the Big Hole.

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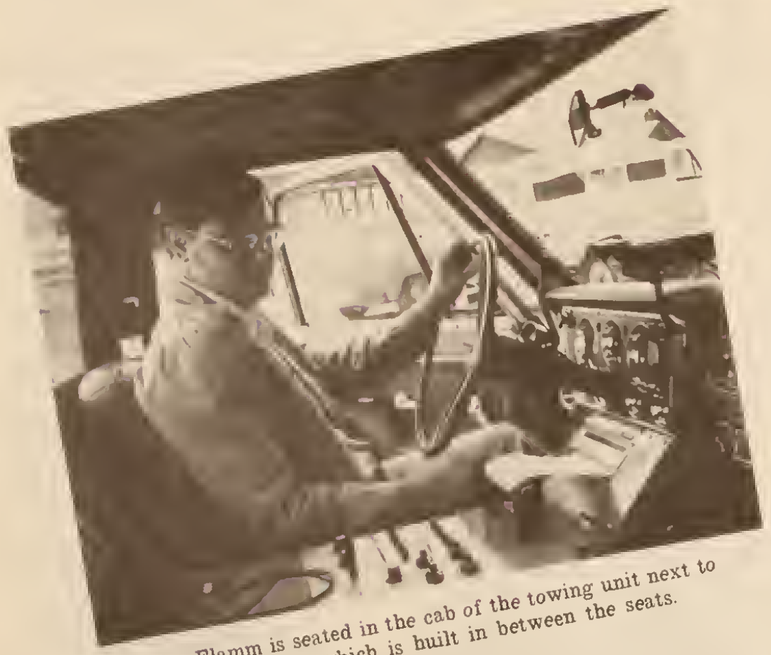
Montana Purchases Skid Trailer to Test Road Surfaces



Joe Flamm is seated in the cab of the towing unit next to control console, which is built in between the seats.

Montana has joined in the effort to speed up research leading to reducing the frequency and severity of highway accidents resulting from skidding on wet pavements, with subsequent loss of vehicle control.

With money made available for financing such specialized projects from the Highway Safety program through the Governor's representative, Montana now has a skid trailer and is in the process of learning something about its capabilities. Robert R. Marvin, E.I.T., is the project engineer, and Joseph M. Flamm is the driver. Both have received an orientation course by the manufacturer of the equipment, K. J. Law Engineering, Inc., Detroit, Michigan.

The new skid trailer will be used primarily to conduct a state-wide inventory of skid resistance of all Federally-funded roads and streets. It will be used also for spot safety improvement programs. It is expected that this activity will contribute factors to be considered for the establishment of priorities and programs to eliminate areas of skidding.

During the inventory phase, tests are to be made at one-mile intervals starting at or near mile post markers. Additional tests are to be made at critical areas where skidding might occur, such as at major intersections, off-ramps at interchange areas and at special signing locations.

Operation of the skid test trailer is a two man task at all times despite the almost completely automatic functioning of the equipment. At work on the road, when a test is to be made, the project engineer operating the control panel between the seats, presses a button. Water is pumped to nozzles just ahead of the test tire. The test wheel is then locked and stays locked for 1½ seconds. A record is made of the skid resistance, the wheel is released, the water is turned off and the recorder shut down. The record of skid testing shows graphic representations of skid resistance at the tire and pavement interface. Skid resistance at the initial instant of lockup is better than twice the skid resistance through the balance of the second-and-a-half: a splendid argument for pumping the brakes when attempting emergency automobile stops.

The skid trailer can test pavements at speeds of from 10 to 70 miles-per-hour. The skid number measured at or corrected to 40 MPH appears to be the number commonly used by many states. Our test crew probably will use a similar skid number. The test equipment was purchased as a package: skid trailer, towing unit, orientation program for the crew, intricate electronic controls and calibration equipment.

The first of three test centers has been opened to provide calibration services to state highway departments. It is the Texas Transportation Institute and was opened in July of this year. The second and third will be located geographically to serve the Western and Eastern States and will be in operation in June, 1973.

Kitty Sullivan, Miss Montana Highways, stands by the towing unit. This new pickup truck carries most of the complex electronic recording equipment as well as a large water tank for spreading a film of water ahead of the test wheel being used.

Kitty Sullivan examines a tire used for skid test work. While the tire has four grooves on the tire face, it is basically "bald."

The skid trailer as it is hooked up for road work.

The compact and extra-heavy skid trailer is the working end of the unit. Note the hoses that carry water to the wheels.

WITH THE DIVISIONS

Sympathy is also extended to the family of Dick Holmes, manager-utilities unit, on the death of their son William (Duke) Holmes, 13, who died unexpectedly after a short illness.

One of our traveling employees reports that a rest area maintenance man in the eastern part of the state nearly lost his cool one hot day this summer, when he observed two lovely young ladies emerge from their auto and cross to the restroom. They were dressed in the latest fashion . . .topless.

Miles City

—Jean Sweeney—

Dick Hobbs, maintenanceman 5, had the misfortune of having his horse fall on him while he was rounding up cattle. Dick's leg was broken quite badly as a result of the accident and he will be off work for several months.

William Schmidt, supervisor-field maintenance section at Hillside was admitted to the local hospital recently with a gall bladder attack, however, he was dismissed without having to have surgery and is back on the job.

Sympathy is extended to the following: Ralph and Phyllis Kaze in the death of her mother, Bessie Piercy. Ralph is mechanic in the Miles City division shop;

To Mardie and Marvin Vaagen in the death of his mother, Opal Vaagen, Richardton, North Dakota. Mardie is clerk II in the Miles City division office;

To Art Braut and family in the death of Art's wife, Gladys who passed away July 8, at the age of 43, after a short illness. Art is the division lab materials supervisor; and

To Ray Potter, instrumentman in the death of his mother, Mrs. Jack Smith of Broadus, who passed away suddenly July 4.

A retirement party was held in the division office for Elmer R. Gunderson, maintenanceman, who retired after 35 years of service with the Montana Department of Highways. A large cake appropriately decorated was served to a good sized crowd which included his daughter, Ruth Ann and her husband, Dan Brown of Seattle, Washington and his son, Kenneth and wife, Brenda of California. Also present for the occasion were his mother-in-law, Mrs. Alice Anderson and two grandchildren. Elmer was presented with a very fine fishing outfit from his fellow employees, which he says he will put to good use right away and he was also presented with a billfold from Local 243. Many happy years of retirement, Elmer!

A boy was born to Linda and Joy Rogge in a Miles City hospital July 11. Joy is maintenanceman 2 at Broadus with Pat Webster's crew. The Rogge's now have a total of 4 boys and 2 girls. Brent Davis is the name of their new boy.

Harold T. Tait and Gerald T. Quinland, both engineering aides II of Miles City have been transferred from the Miles City division to the Glendive division as of June 12, in order to fill required positions in that division.

Bob and Lona Meidinger's new home, which is just starting to take shape south of Miles City in the Aye Addition, is a focal point of interest for all who happen to be travelling in that vicinity. It is an A-Frame house and the only one of its kind in this vicinity. Bob, an engineering aide II in the Miles City division, is building it himself and is making really good progress.

Lucille and Roy Bidwell celebrated their 35th wedding anniversary Sunday, July 9th with an open house at their home in Ashland. The affair was hosted by their sons and families: The Dan Bidwell's of Miles City; the Don Bidwell's of Ashland; their daughters and families: the Walt Wheaton's of Minneapolis; Irene Jackson of Minneapolis; Mr. and Mrs. Beartusk (Betty) of Ashland and Becky Bidwell of the family home. All five of the Bidwell's grandchildren were present also. The Bidwell family had an additional celebration after the open house with a barbeque at the White Tail Ranger Station near Ashland and a family reunion. Roy Bidwell is supervisor-field maintenance section, headquartered in Ashland, Dan Bidwell is maintenanceman 3 headquartered in Miles City.

Gary Gudmundson, son of Darrel and Pat Gudmundson has quite a collector's item with his 1954 Kaiser, which recently swept all major honors at the national convention of Kaiser-Fraser Owners Club at Anaheim, Ca. This is the first time in the 14-year history of the Kaiser-Fraser Owners Club, that someone has swept all major awards at a convention. Gary won the "Peoples Choice," meaning all members in attendance voted his car as the one they liked the best of all at the big show. He won the "Judges Trophy," meaning the judges selected his white and blue car as the best of the entire meet. He also won first place among all 1954-55 Kaiser four-door model cars. Gary, who lives in Wenatchee, Washington, drove his vintage, collector-item to the show at Anaheim. "It was a lot of work getting it into its present condition," Gary said. He took the body off the frame, repainted it all, replaced numerous parts and restored it as nearly as possible to its new-car condition. Gary's parents are Darrel and Pat Gudmundson of Miles City and his dad is the Miles City division sign painter and his mother is a news reporter for the Miles City Star.

A very pretty wedding took place recently at the Church of God in Miles City when John Duane Ingle and Jennie Louise Lindeman were married by the bride's father, Rev. Conrad Lindeman. John (we call him Duane around the Highway Department) is the maintenanceman in the Miles City division. A reception was held for the couple at the Emmaual Episcopal parish hall after the wedding. Following an extended wedding trip through Idaho, California, Utah, Arizona, Nevada and Wyoming the couple is now at home at 413 S. Center in Miles City. The bridegroom is a 1966 graduate of Rosebud High School and attended the University of Montana for three years. His bride is a 1970 graduate of Custer County High School and attended Northwest Bible College, Minot, North Dakota for two years.

Don McRae, division office engineer 3 in the Miles City division, started to enter his office as usual one morning when he suddenly backed away. A very obnoxious odor (yet not unfamiliar) permeated the air to the extent that Don went to the phone and called the Montana Fish and Game office to find out if someone there could possibly help rid the premises of the little fellow who had taken up lodging in a window well just beneath

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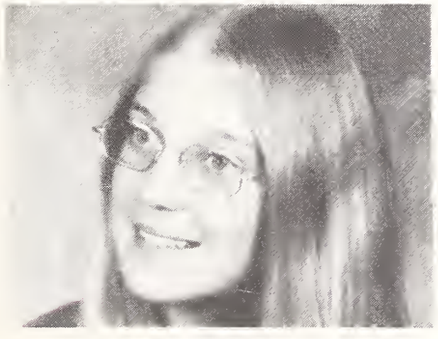
Don's office window. Two Fish and Game wardens came down and after much deliberation decided to leave well enough alone and let the little guy come out of his own accord at nightfall, otherwise we may all have had to vacate the building. It worked! The next morning the "kitty' 'had disappeared.

Cheryl Lee Elliott, daughter of Mr. and Mrs. Henry W. (Hank) Elliott, maintenanceman in the Miles City division, will be married to Kenneth Sandefer, September 9 at the Highland Park Church, Miles City. After a wedding trip to Yellowstone Park and the Black Hills, they will be attending Montana State University in Bozeman.

Linda Joy (Jody) Rogge, daughter of Mr. and Mrs. Joy Rogge, maintenanceman II, headquartered at Broadus, has been awarded a $500 Edith Brown Scholarship. She is a 1972 graduate of Powder River High



Linda

School at Broadus and was co-valedictorian of her graduating class. She plans to attend the University of Montana at Missoula this fall.

Catherine Marie Lane, daughter of Mr. and Mrs. William A. Lane of Great Falls was married to Ralph G. Turley, son of Carl Turley, mechanic in the Miles City shop. The ceremony took place in the garden of the parents of the bride and where they also hosted a garden reception following the wedding. The couple is at home in Great Falls following a wedding trip to Calgary and Banff.

Pat Gudmundson, wife of Darrel Gudmundson, sign painter in the Miles City division has been dismissed from the Miles City hospital following surgery and is recuperating very nicely at home. Pat is newswriter for the Miles City Star.

Jean Sweeney, radio operator and clerk in the Miles City division office and her husband, Howard, returned recently from Los Angeles where they attended the wedding of their daughter, Kathleen Ann to Frank Albion Marcher III on August 19. Kathy is a graduate of Montana State University and is employed by Haskins & Sells, a certified public accountant firm in Los Angeles. Frank is vice-president of Collier Company, an industrial equipment firm in Los Angeles. After a wedding trip to Hawaii the couple is at home in Santa Monica, California.

Linda Ann Kalness, daughter of Mr. and Mrs. Don Kalness, Maintenance foreman in the Miles City Division, was married August 26 in the First Lutheran Church in Miles City, to Ole Thomsen of Miles City. After a honeymoon in the Black Hills of South Dakota, they are at home in Miles City where Linda is receptionist at the V.A. Hospital and Ole is employed by Coleman Myer Company.

The Ralph Kazes were completely surprised on their 25th anniversary by their sons and a host of friends who convened at the Kaze's home and helped them celebrate the memorable affair. Ralph, who is working foreman in the Miles City shop, said he was never so surprised in his entire life!

Edward Dalakow Dies August 21

Edward A. Dalakow, 72, Helena, died August 21 at St. John's Hospital.

Dalakow was born in Odessa, Russia. He attended schools in Russia and became a captain in the Russian Imperial Army and fought in the Bolschevik revolution of 1917. He fled with remnants of the Czar's army to Galipolli, Turkey.

Shortly after his arrival in Galipolli he was employed as an interpreter. He also acted as a liaison officer between the White Russians and the Turks. In 1922 he went to Bulgaria as a special officer for the White Russian Army. The following year he got a chance to migrate to the U. S. In 1927 he took a job with the Highway Department. He held many different jobs with the highway department until 1944 when he resigned to become president of Montana Engineering Company of Helena. He returned to the highway department in 1961.

While with the highway department, Dalakow wrote an article entitled "Determining the Meridian by a Direct Solar Observation," which received widespread acclaim.

Dalakow retired from the department December 31, 1967, when a division office engineer II.

Havre

—Edna Hess—

Mr. and Mrs. Rick Walter are the proud parents of a baby girl born on July 26 weighing 6 pounds 13¼ ounces, and has been named Christy Lynn.

Two men have been hired as maintenanceman I, Dennis Cline, who as-

Wanted: New Scoutmaster for Troop 17

For their long term camp requirement, Dick Berg (supervisor, specifications section) took his troop to Camp Napi, located on the west shore of lower St. Mary's Lake. If the following chronology of events is usual, Dick would like to be replaced.

Sunday—On trip up, troop truck conked out. Five second-hand mice in gas tank.

Monday—Five scouts in infirmary. Tasting poison ivy is not the way to identify it.

Tuesday—Monsoon weather. Whad'd'ya mean, your father said you wouldn't need rain gear up here?

Wednesday—Five new scouts in infirmary. You've been told often enough . . . wild anise is a laxative.

Thursday—Took 28 Boy Scouts to Cameron Lake in Canada. Ever referee a life jacket fight over a mile deep, 42 degree lake?

Friday—Five new scouts in infirmary. After six hours in a canoe, on a lake, of course you will sunburn! You don't ever run around without shorts! Never! Anywhere!

Saturday—Return home. Assistant Scoutmaster rolls troop truck. (No one hurt, thank heavens.)

WITH THE DIVISIONS

sists the shop in chasing parts, etc., and James Lotton, who is helping in the Havre section. There were several college students hired for the summer but they are about to be released to return to college.

Billings

James Young

Peg Taylor

Walter Reichenberg, manager-field project unit I and crew are on temporary location survey in Bozeman or out of Bozeman on the Big Sky highway location. Employees with Walt are Gene Smith, Herb Ottman, Everet Williams and Ken Katana.

Rodo Bakich, instrumentman and survey crew are in Livingston on a location. With Rodo are Bert Otis, Dave Schuman, Rod Grinde and Gerald Apps.

Earl Brown, Arnie Weiss, Ted Weiss and Bill Wolston and wives attended the golf tournament in Polson. All report a fine time and extend congratulations to the golf committee on the well run tourney.

It is rumored that Betty Payne and Peg Taylor from Billings will enter the "Miss" Montana Highways contest in Helena this year. Ever wish for a first place tie vote? This is the time!

Dave Keehn, former mechanic in Billings garage will replace Vic Bacon as blacksmith.

Dale Davis, Rodman has married Miss Martie Peterson. They will live in Billings.

Lona Garding, clerk typist II has resigned and will devote her time to housekeeping.

New employees include Ellis "Pat" Ratliff, mechanic who is married to Barbara Jean Ratliff, and lived in Rapid City, South Dakota, before coming to the Billings division five years ago; Jesse Gonzalez, truck driver who is married and lives in Billings. He formerly lived in Helena; and Mark Rubich, nightwatchman. Mark is married and has two children and has lived in Billings many years.

Summer employees in maintenance are Tom Roholt, Dan Gonzalez, Ron Wegner, Jim Kelley, Steve Macheledt, Brad Peete, Bob Reisig, John Robinson, Durand Rowland, Richard Thomas, Pat Tresch and Jim Whittinghill.

William "Bill" Arnold, stockman, and Jim Young, designer II, attended the 8th Annual Northwest Chapter of American Defenders of Bataan and Corregidor Convention held in Billings. Bill Arnold was chapter commander last year, when the meeting was held in East Helena. Young was the first commander. The group has members from Utah, Idaho, Wyoming and Montana. The group is working with the National Chapter to secure the return of Viet POW's.

Great Falls

Ciel Tinelli

Wedding bells rang out for two of our employees this summer. Joe Rege married Elsie (Betty) Griffin, and they have been so busy remodeling their home, vacationing and oh, yes honeymooning; and Ken Fisher took as his bride Judy Joyce Brown. Judy has 3 children and with Ken's 3, we are sure they will be just as happy as the Brady Bunch.

Seems as if we had quite a few on the sick list this time. Danny O'Rorke sadly parted with his tonsils, Myron Romberg had the flu bug and took up residency at St. Peters hospital in Helena, Nick Tomaski broke his arm and Dewey McDaniels had his forefinger cut off while he was winching a huge rock. Buddie Williams bruised quite a few muscles in a fall from a paint striper; and when we talk about the paint striper, we think about our college boys who helped line up those roads and whom we couldn't have gotten along without: in other words, our old stand-by's Bill Duffey, Tom Casey, Andy Medvec, Joe Jacobs and Kim Kirby.

We lost a retired employee and friend in the death of Chet Benedict the latter part of May; and our sympathies are extended to Frank Morgan whose brother died, Jack Stephenson in the loss of his mother, and to Bob Trunkle, whose sister passed away in Texas.

Sirucek

Dale W. Sirucek, clerk-typist and a bachelor, hey-hey, joined our office crew in June. He is also in the reserve unit of the National Guard, he enjoys motorcycling, fishing and hunting. Clyde Foster is happy he has an accomplice now and can keep us gals in tow. Also Milton "Spike" Loftus, maintenanceman I is our new combination man of many jobs within the complex area. He and his wife "Dickie" have four children.

We have new color galore running around the highway grounds with Nancy Richardson in her new yellow Pinto, Helen Hogan in her orange Volks and Clyde Foster in his orange Gremlin. Nancy just got back from San Francisco and we are grooming her to be our contestant in the Miss Highway Contest. Sure hope she wins. Helen is vacationing in Nebraska at the present.

Farry

C. J. "Sonny" Farry was honored with cake and coffee and received many good wishes on his promotion to manager of the Secondary Urban Unit in Helena. Rick Franson has taken over where Sonny left off. Lots of luck to both of them.

Rick Schott and Gary Poor both resigned the latter part of May to pursue personal interests, and Gail Fisher from our office is all through being a clerk-typist and should be-

WITH THE DIVISIONS

come a mother in a few weeks.

Ray Wiley and I each received a lovely old hand-painted porcelain Limoges plate from Mrs. Lucille Small in memory of her husband, the late Frank Small, who was with the Highway Department for 40 years. Mrs. Small sold her home and is now living with a sister in Seattle.

Gene Bruno has plans for building a "rest area" near his ranch home south of Choteau; now his buddies are trying to decide which way the outside door will open, either to push in or push out, or whether to have a door at all.

Bozeman

—Barbara McGuire—

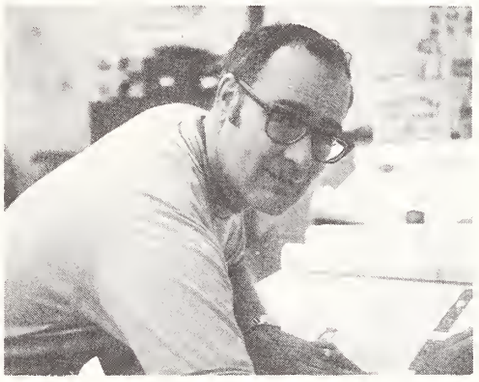
The baseball season ended on a semi-glorious note for the Bozeman division offspring. In Babe Ruth, the Elks team ended up in second place. Brett Chapman, Todd Jensen and Bob Letendre were all members of this team. Bob Letendre played first base on the All-Stars that journeyed to Lolo for the district playoff. In major league action, Bud Chapman and Guy Hembre (Bozeman shop) coached their sons and fellow team members to the district playoffs at Glasgow. As we said originally, it was glorious but it was l-o-n-g.

Birthdays have been celebrated in the Bozeman office this summer with cake and ice cream being served in honor of E. P. Elgen, Harold Roby, Barbara McGuire, Cliff Farrington and Bill Bailey.

Service pins were awarded at small ceremonies in the Bozeman office to Harold Roby, 20 years; and Larry Williams, 15 years.

The Ford family did real well at the Billings golf tournament for highway employees, with Bill and Doug Ford both placing in the men's division. Jeanne Roby placed for the women. Dorothy Barkell came home winner for the women at the Polson highway golf tournament.

Pictured poring over plans is Daniel D. "Boone" Urbach, the most recent Bozemanite to successfully complete the EIT tests. With this little feather in his cap and armed with his 1972 degree in civil engineering from MSU plus his 12 years with the Department of Highways, Dan has returned to the division office as a



Urbach

division office engineer. The 12 years service with the department followed Dan's initial graduation from college with a degree in general studies. We are all mighty proud of his industriousness in obtaining his second degree. Originally from Livingston, Dan was raised on a ranch south of Livingston. His wife, Marlene, is also from Livingston. They have one son, Danny, who is eight years old. Dan has his commercial license for single and multi-engine small aircraft. One of his favorite pastimes in addition to flying is polishing up his Mercedes-Benz. Welcome back, Dan.

Rich Saltzman became a grandfather for the 9th time this summer when his grandson, Corey Deane, was born. Hugh Clinton became a grandfather for the first time with the birth of little Kathy Clinton in May. Congratulations.

Bob Ricketts became a father-in-law this summer when his daughter Kathy married Ron Bruno. They are residing in Belgrade. Our best wishes to the happy couple.

Our Centerline news is curt and sweet.

We're all still here—now ain't that neat?

Glendive

— Nancy Siegle —

Personnel in the Glendive lab, which is directly below the right-of-way department, went to the birds this spring. A robin made her nest in their hole digger where she laid and hatched three eggs. The right of way department had a bird's eye view of the happenings and Betty Henke kept everyone posted on the births.

Clyde Mitchell became the father of a baby son. The new baby, Kevin, has one older sister.

Albert Frank recently received his 15 year pin. Our congratulations to Albert.

Tony Scherting, office manager, just returned from his two week vacation in western Montana. He enjoyed a little fishing near Bozeman and visited relatives there too. The Schertings also made their way down to Jackson Hole, Wyoming and Yellowstone Park. Sounds as though they had a good time.

We have several new homes being built by highway employees. Bob Eggebrecht, senior clerk has recently started construction on his new home in Forest Park with hopes of being moved in by September 1. Ross Major, right of way is also building a new home in Forest Park. He and Bob will join the neighborhood of highway employees already residents of Forest Park.

This summer Janette Legato has joined us in the office. She is a great help, especially during the first part of each month. Janette is married to Frank and they have one daughter, Jenny who is 2 years old.

Betty Henke, right of way steno and her husband Maynard, are the proud owners of two new 450 Hondas. These green beauties have carried Betty and Maynard to North Dakota several times and next weekend they plan to drive to Deadwood South Dakota on their cycles. Although the 450 is a pretty good-sized bike Betty doesn't seem to have any trouble handling it.

Lewistown

—Bea Knerr—

Letter received from two ladies who got caught in some road oil when it was "picking up" after a rain storm:

"Dear Neta" (Neta Beck, clerk typist in Lewistown office):

"How good it was of the Montana Highway Department to let you take us in tow when our car became so smothered with tar. I am sure no car has a better undercoating than it has right now. So quiet!

"Do extend our thank you to those in charge and thank you for being so gracious.

"Signed, Hallie Urquhart, Ontario, Oregon."

Safety Tips

What would you do if there was a fire in your building or on your floor?

What would you do if a fellow employee needed immediate first aid treatment? What if he needed oxygen?

The Montana Department of Highways safety section has equipped all highway buildings and motor pool cars for just such emergencies. First aid kits and fire extinguishers are found in maintenance houses, highway vehicles, division headquarters buildings and Helena headquarters buildings—anyplace where highway personnel are at work.

In the main highway building in Helena there are 20 fire extinguishers, and there is at least one first aid kit on every floor. First aid kits are found in either fire extinguisher cases in the new wing (Scott Hart building) or in rooms near these extinguishers. For example, the first aid kit for third floor is in Room 360. The right of way and personnel offices also have kits.

A typical first aid kit contains bandages, ointments, ammonia inhalents, drinking cups, tourniquet, forceps and swabs.

Oxygen may be obtained from a tank in Helena headquarters personnel office on second floor. This tank was removed from the former highway airplane.

If you don't know where fire extinguishers and first aid equipment are located in your building or on your floor, take a few minutes to find out. These minutes could save somebody's life some day.

Letters

Gentlemen:

Enjoyed our trip via your highways in the month of May. Driving divided roads takes much anxiety from hours at the wheel. However, what we want to comment on most of all is your rest areas. This is a real plus to be able to stop and relax in pleasant places. One gets into the car or truck and goes on refreshed. Thank you for this pleasure on our trip.

(Signed) Mr. and Mrs. Clare J. Seaman Seattle

13½¢ a Mile to Run Your Car

How much does it cost to own and operate an automobile?

Most American motorists—though they spent more than $20 billion last year for new automobiles—don't really know.

However, according to a new, revised edition of a Federal Highway Administration publication, "Cost of Operating an Automobile," it will cost the owner of a standard size 1972 automobile $13,552.95 to operate and maintain it over the 10 years of its anticipated life—or 13.55 cents per mile.

It will cost the owner of a 1972 compact car $10,807.60 — or 10.81 cents a mile — over the 10-year, 100,000 mile period, while the owner of a 1972 subcompact model will pay out $9,444.03 or 9.4 cents a mile.

According to the authors, "the purchase price is only the first step in a long line of costs that must be paid in moving and maintaining the car during its approximate 100,000 mile, 10-year trip from the assembly line to the junkyard. During this period, the standard size car owner will pay $2,787 for some 7,350 gallons of gasoline. He will pay $2,147 to keep the vehicle maintained and in repair, $1,350 to insure it, and over $1,800 for garaging, parking and tolls. His state and federal automotive tax bill, most of which goes to support the roads he drives on, will amount to $1,319—about 9.7 percent of total costs."

Costs shown in the report are not taken from records of specific vehicles nor are the amounts of usage, fuel consumption rates, or any other factors necessarily presented as averages. The vehicle and operation cost factors were, however, carefully selected as to probability.

Some of the interesting facts noted are:

—Nationwide sales records of the 1971 model standard size car and the compact showed that 70 percent or more had power steering, over 90 percent had automatic transmissions, and 90 percent had radios. In addition, more than 80 percent of the standard size cars had air conditioning. For the subcompacts the number with power steering was negligible, 45 to 50 percent had automatic transmissions, and over 80 percent had radios.

—Depreciation is by far the greatest single cost of owning and operating an automobile, and in the great majority of cases the age of the car is more important than its mileage in determining its resale or trade-in value.

—The first year depreciation is fairly high and results in a relatively high 16 cents per mile for total costs of ownership and operation for the standard size car in suburban use. The comparable first year for the compact is 11.2 cents per mile, and for the subcompact, 7.8 cents per mile.

—The "annual trader" always has a new car but depreciation for a standard size automobile over a 10-year period costs him about $12,260 (10 times the first year depreciation.) The "two-year trader" pays $10,360 in depreciation (five times the depreciation for the first two years.)

—Over the 10-year period, the cars each will wear out the original five tires and require 11 additional replacements.